

LOCKHEED AIRCRAFT CORP.		ENGINEERING STUDY <input type="checkbox"/>		LAC - 9						
		CHANGE PROPOSAL <input checked="" type="checkbox"/>								
DATE 3-23-59		AFFECTS : WSPO <input checked="" type="checkbox"/>		PROJECT <input checked="" type="checkbox"/>						
NAME OF MAJOR COMPONENT Fuel System		PART OR LOWEST SUBASSEMBLY Flowmeter		PART NO. & MODEL OR TYPE --						
TITLE OF PROPOSAL : Fuel Flowmeter Installation										
NATURE OF PROPOSAL : Replace engine Pressure Ratio indicator system with a G.E. Fuel Flow Indicator System. A Transmitter (P/N 8TJ596AA-2) and an Indicator (P/N 8DJ86LAA-1) with digital counter have been installed at flight test since October, '58. This prototype installation has proven to be excellent for U-2 purposes.										
REASON FOR PROPOSAL : The Pressure Ratio Indicator has never been a reliable instrument at high altitude due to its inability to respond to the extremely low pressures it is sensing. Some engines require the pilot monitoring pressure ratio or fuel flow to prevent flame-out. Parts consumption of pressure ratio components is high due to maintenance efforts to clear write-ups. Operational personnel feel this change is very worth while. Ref. U.R.'s 58-62, 58-114, 58-133, 58-154, 58-175, 58-550, 58-559, 58-649, 58-687, 58-847, 58-896, 58-910 and 58-1185.										
ES		ESTIMATED COST AND TIME INVOLVED : -- ADDITIONAL FUNDING REQUIRED : --								
CP		ESTIMATED COST FOR KITS OR PARTS : See Page 2 ADDITIONAL FUNDING REQUIRED : See Page 2								
ITEMS AFFECTED BY PROPOSAL :										
SAFETY <input type="checkbox"/>	MISSION EFFEC- TIVENESS <input checked="" type="checkbox"/>	PERFORM- ANCE <input checked="" type="checkbox"/>	OPERATING PROCEDURE <input checked="" type="checkbox"/>	INTER- CHANGE- ABILITY <input type="checkbox"/>	WEIGHT OR WEIGHT & BALANCE <input type="checkbox"/>	TOOLS & SUPPORT EQUIPMENT <input type="checkbox"/>	MAINTEN- ANCE PROCEDURE <input checked="" type="checkbox"/>	SERVICE LIFE <input type="checkbox"/>	FLIGHT MANUAL <input checked="" type="checkbox"/>	MAINTEN- ANCE MANUAL <input checked="" type="checkbox"/>
EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD 40 hrs. with engine removed.										
SOURCE OF PARTS FOR KIT LAC				AVAILABILITY 15 WEEKS AFTER APPROVAL						
DISPOSITION OF SPARES AFFECTED See Page 2				STATINTL						
INITIATED BY : LAC				APPROVED : WSPO PROJECT <input checked="" type="checkbox"/>						

STATINTL

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